



# Fresno to Bakersfield High-Speed Train Project EIR/EIS

## Supplemental Alternatives Analysis (AA)

California High-Speed Rail Authority

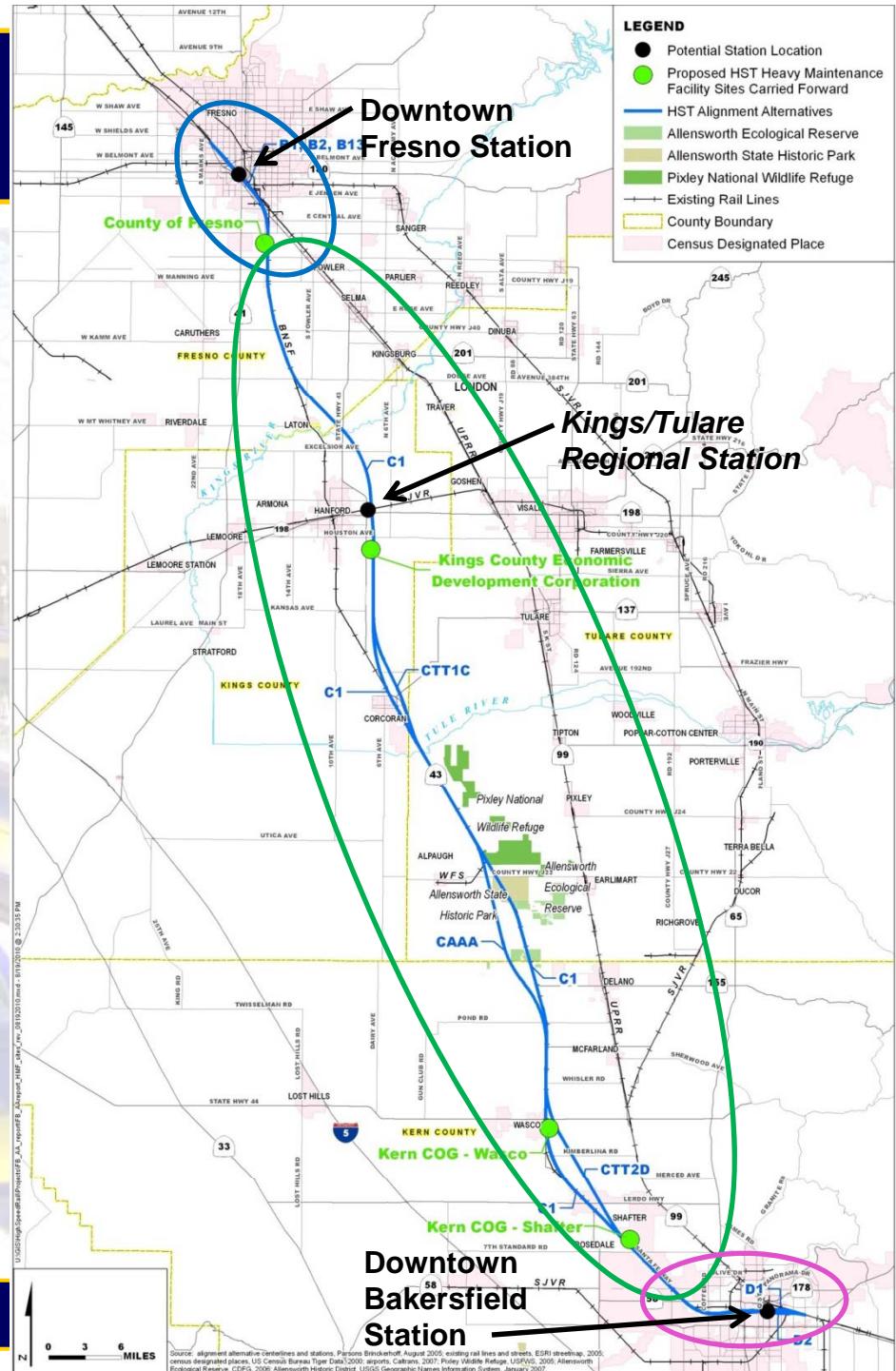
Board Briefing  
September 2, 2010



# Section Description

- **Three Subsections 119 Miles**
  - Fresno: 13 Miles
  - Rural: 94 Miles
  - Bakersfield: 12 Miles
- **Three Stations**
  - Downtown Fresno
  - Downtown Bakersfield
  - Potential Kings/Tulare Regional
- **Outreach**
  - Over 360 meetings/briefings
  - 89 meetings/briefings 2010
  - Working closely with Railroads

# Fresno to Bakersfield Project EIR/EIS

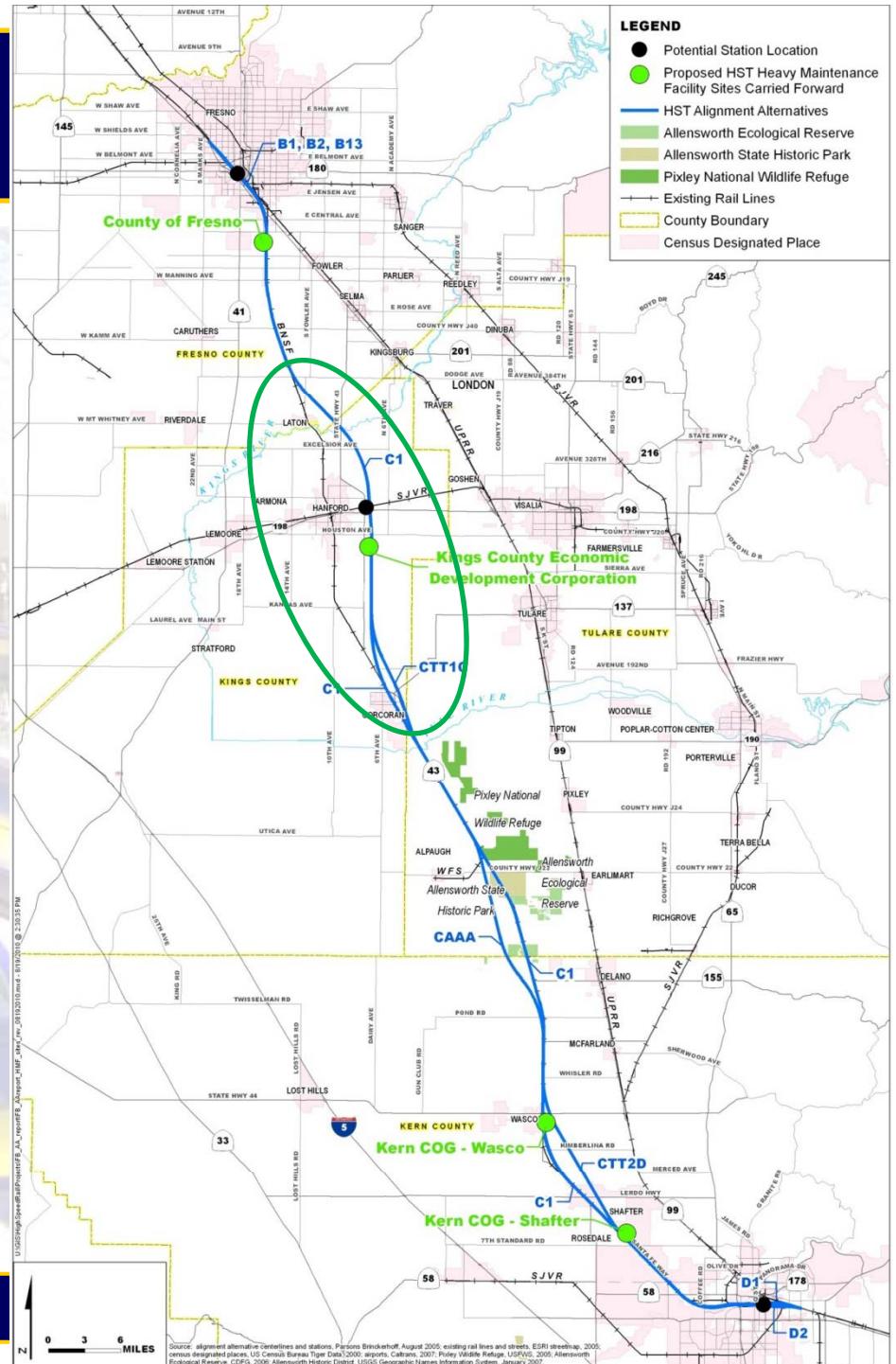




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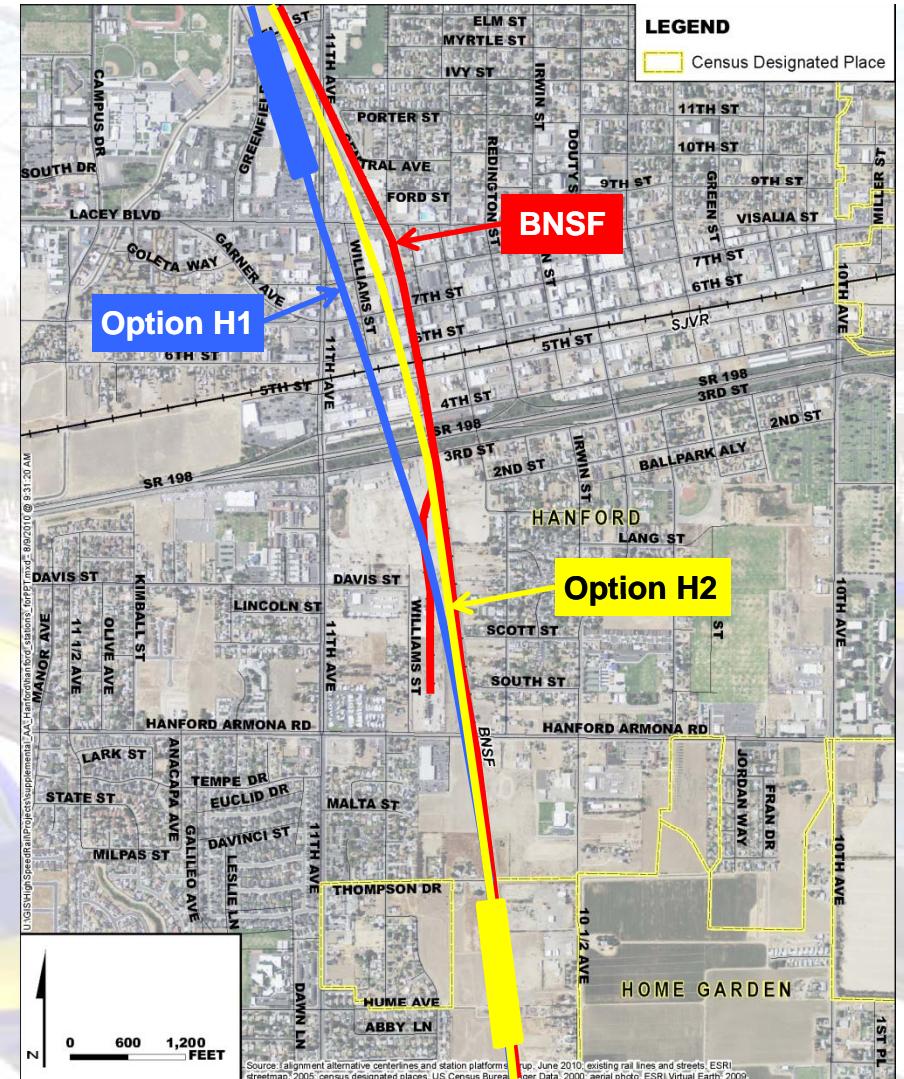
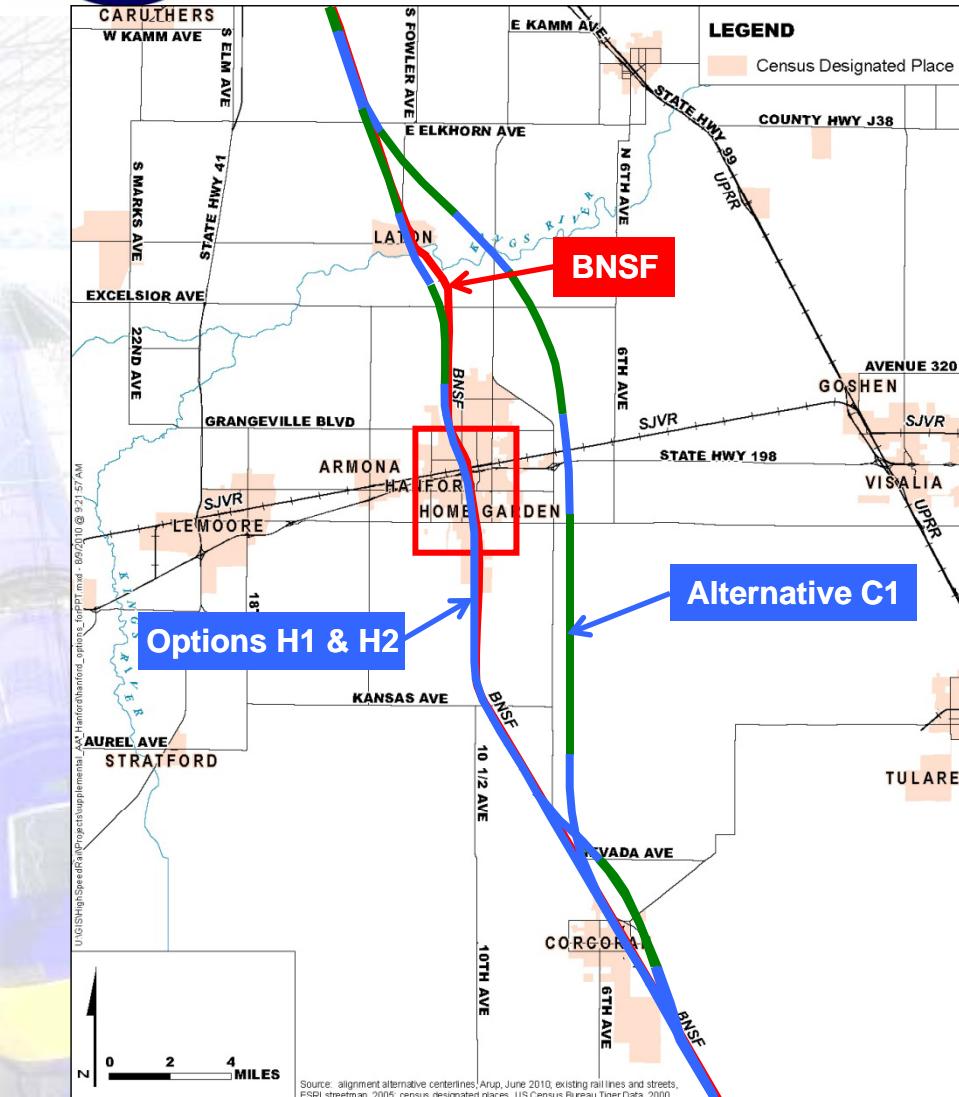
- **Supplemental AA Addresses**
  - Additional Alignment Options Studied in Kings County

# Fresno to Bakersfield Project EIR/EIS





# Kings County Alignments Considered





# Kings County Alignment Evaluation

Category	Hanford Through-Town (Options H1 or H2)	Hanford East Bypass (Alternative C1)
Agricultural Land Impact	285 Acres	630 Acres
Residential Displacement	47 Properties	5 Properties
Business Displacement	50 Properties	3 Properties
Regional Connectivity	—	+
Constructability	—	+
Cost	—	+

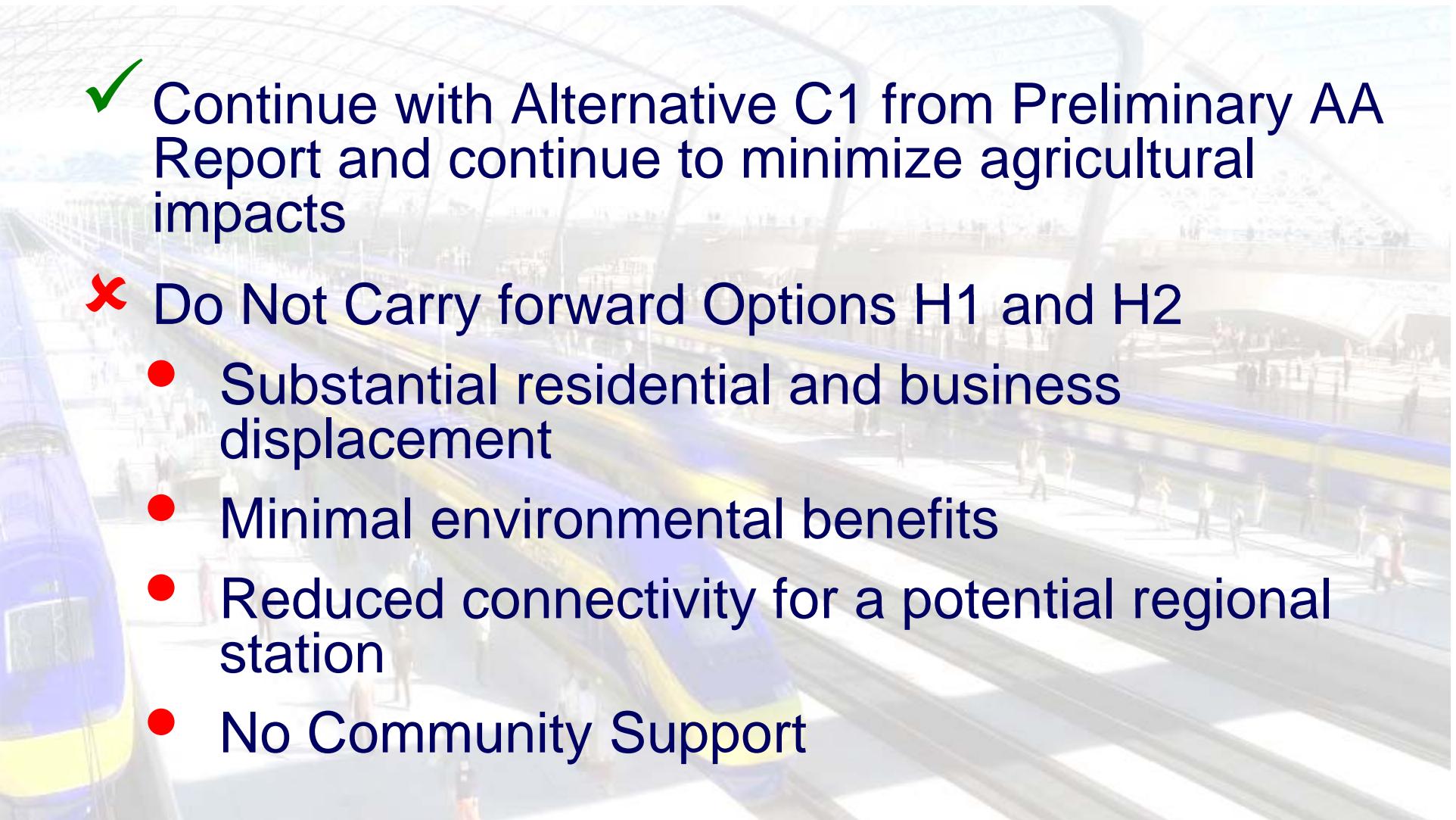


# Kings County Alignment Evaluation

- Both the City of Hanford and Kings County oppose Through-Town Options and Bypass Alignment
- Agricultural Community also opposes Through-Town Options and Bypass Alignment
- Tulare County, TCAG and City of Visalia support the Bypass Alignment
- Bypass Alignment provides better Potential Station Location, better Regional Connectivity



## Staff Recommendation

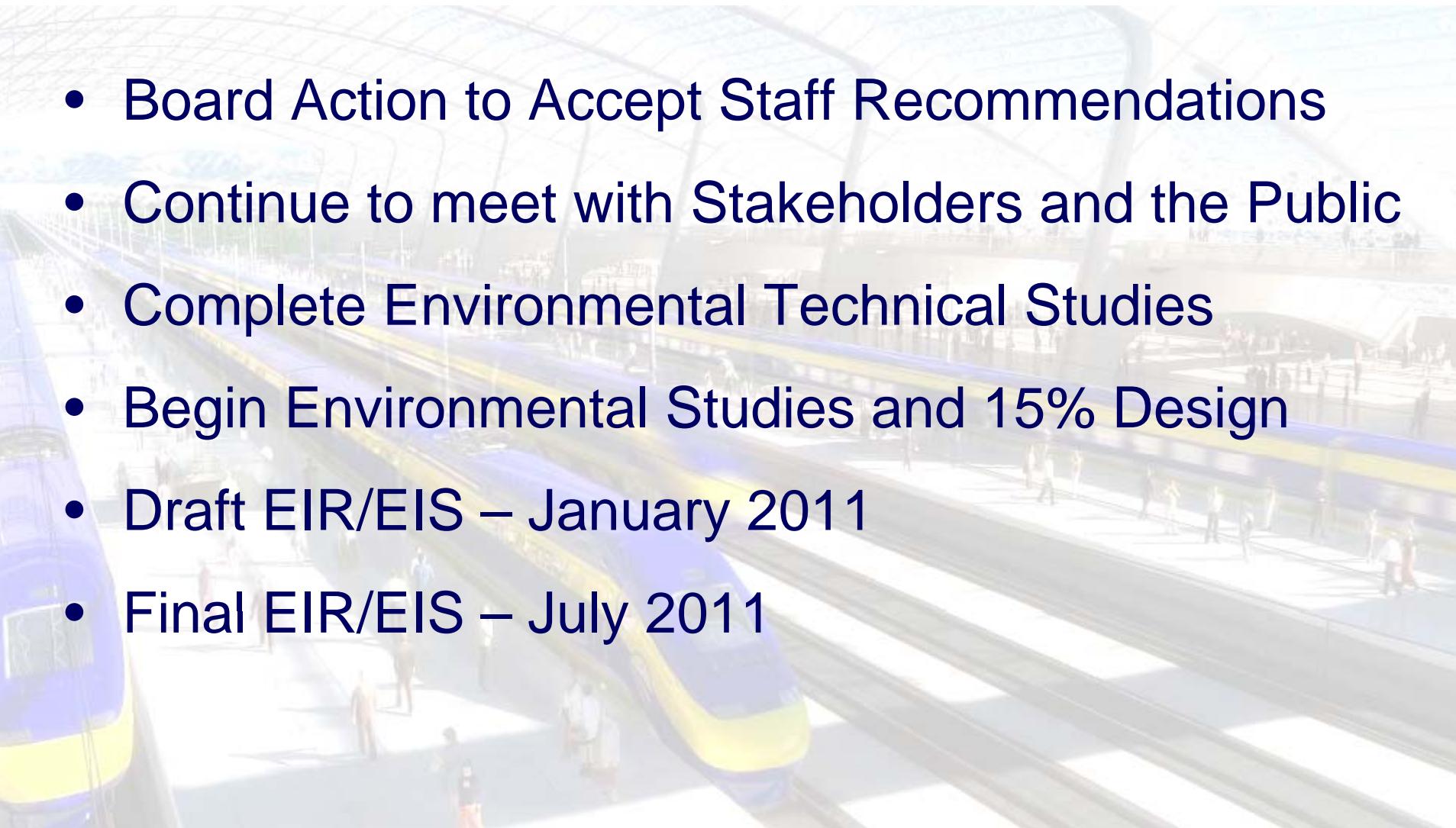


The background of the slide shows a blurred image of a modern high-speed train station platform. A train is visible on the tracks, and people are walking on the platform under a large white canopy supported by a grid of steel beams.

- ✓ Continue with Alternative C1 from Preliminary AA Report and continue to minimize agricultural impacts
- ✗ Do Not Carry forward Options H1 and H2
  - Substantial residential and business displacement
  - Minimal environmental benefits
  - Reduced connectivity for a potential regional station
  - No Community Support



# Next Steps



- Board Action to Accept Staff Recommendations
- Continue to meet with Stakeholders and the Public
- Complete Environmental Technical Studies
- Begin Environmental Studies and 15% Design
- Draft EIR/EIS – January 2011
- Final EIR/EIS – July 2011